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SOURCE Newspapers as indicated.

SOVIET CAR YARDS OPERATE PROFITABLY;
LOCOMOTIVE TERMINALS LACK SPARE PARTS

YARDS CUT REPAIR COSTS -- Moscow, Gudok, 22 Nov 52

The Vyaz'ma Car Repair Yard, Western Railroad System, has been exceeding its repair plan for 10 months. It repaired 42 cars above plan and cut planned costs 7 percent for capital repairs, 4.3 percent for medium repairs, and 3.4 percent for annual repairs. During the 10-month period, the yard showed a profit of 134,000 rubles.

The Kotlas Car Repair Yard, Pechora Railroad System, has fulfilled its 1952 plan for repairing passenger and freight cars in 11 months. In the last quarter of 1952, the yard cut planned costs of medium repairs 14.5 percent and the costs of annual repairs 20.4 percent. During the 11-month period, the yard showed a profit of 304,000 rubles.

EMPHASIZE REPAIR OF GRAIN HAULING CARS -- Moscow, Gudok, 10 Sep 52

The Gor'kiy Car Repair Yard, Gor'kiy Railroad System, pledged to fulfill its 9-month plan by 27 September and to deliver 15 repaired cars above quota, including ten box cars for hauling grain of the new harvest. The yard also pledged to cut labor an average of 16 hours per car below that of the second quarter 1952 and to show a profit of 630,000 rubles for the 9-month period.

Gudok, 20 Sep 52

The Kiev Freight Car Repair Yard, Southwestern Railroad System, fulfilled its 9-month repair plan ahead of schedule, with special emphasis on repairing box cars for hauling grain. The plan for repairing box cars was exceeded by 22 percent. The yard pledged to repair 150 box cars above the 9-month plan by the end of September 1952.

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FULFILL REPAIR PLANS AHEAD OF SCHEDULE -- Moscow, Gudok, 25 Sep 52

The Groznyy Car Repair Yard, Ordzhonikidze Railroad System, has fulfilled its annual plan for repairing car wheels ahead of schedule.

Moscow, Gudok, 26 Sep 52

The Michurinsk and Liski car repair yards, both on the Southeastern Railroad System, have fulfilled their 9-month repair plans for all types of cars ahead of schedule.

Baku, Bakinskiy Rabochiy, 23 Oct 52

The Kirov Car Repair Yard, Gor'kiy Railroad System, has fulfilled its 1952 plan for medium repairs and its 10-month plan for annual repairs ahead of schedule. The yard is now delivering two or three cars above plan every 24 hours.

Tashkent, Pravda Vostoka, 24 Oct 52

The Andizhan Car Repair Yard, Tashkent Railroad System, has fulfilled its passenger car repair plan for 11 months ahead of schedule.

Riga, Sovetskaya Latvija, 29 Oct 52

The Lepaya Car Repair Yard, Latvian Railroad System, which repairs passenger cars, has fulfilled its plan for medium and annual repairs for 10 months ahead of schedule. During the 10-month period, it repaired 20 cars above plan and showed a profit of 300,000 rubles.

DAUGAVPILS YARD EXCEEDS REPAIR PLANS -- Riga, Sovetskaya Latvija, 2 Oct 52

The Daugavpils Car Repair Yard, Latvian Railroad System, pledged to repair ten freight cars above plan in September, but instead, 14 cars were repaired. Exceeding its 9-month plan, the yard delivered 36 repaired cars above plan. In September alone, it showed a profit of more than 40,000 rubles above plan.

Sovetskaya Latvija, 17 Oct 52

On 15 October 1952 the Daugavpils Car Repair Yard delivered ten repaired freight cars and showed a profit of more than 12,000 rubles.

LENINAKAN YARD ADDS NEW EQUIPMENT -- Yerevan, Kommunist, 21 Oct 52

The Leninakan Car Repair Yard, Transcaucasus Railroad System, has doubled the size of its erecting shop, equipped the shop with an electric bridge crane, installed a high-speed wheel-turning lathe, and replaced screw and rack jacks with hydraulic and automatic hydro-pneumatic jacks. During the past 3 years, as a result of these improvements, the yard has increased labor efficiency 23 percent and cut repair costs 13 percent.

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Kommunist, 6 Jan 53

The Leninakan Car Repair Yard has installed a paint-spraying machine and portable apparatus to heat metal parts on cars, and has overhauled its other machines. Improvements in technological methods have made it possible for the yard to save in 1952, 218 cubic meters of lumber, 27.3 tons of sheet iron, 134 tons of ferrous metal, 4.9 tons of paint, and 2.7 tons of light metal. A new method of restoring spiral springs will cut the cost of springs 14 times below contemplated costs. The yard is also installing a pneumatic jack to mechanize the delivery and installation of wheel pairs to a machine.

RIGA CAR REPAIR YARDS MAKE GREAT STRIDES -- Moscow, Gudok, 23 Oct 52

The Riga Freight Car Repair Yard, Latvian Railroad System, repaired almost ten times as many cars in 1951 as it did in 1939.

Riga, Sovetskaya Latviya, 30 Nov 52

The Riga Passenger Car Repair Yard started repairing cars by the progressive method, thereby cutting repair costs 1,500-2,000 rubles per passenger car. During the past 10 months, it showed a profit of about 150,000 rubles above plan.

LOCOMOTIVE TERMINALS RECEIVE NEW EQUIPMENT -- Kishinev, Sovetskaya Moldaviya, 11 Jan 53

The Chu Locomotive Terminal, Turkestan-Siberia Railroad System, has been converted into a diesel-locomotive terminal and has recently received its first diesel engine.

The Alma-Ata Locomotive Terminal, Turkestan-Siberia Railroad System, has recently received a new tire-turning lathe with a capacity double that of other similar machines. Locomotive terminals and car repair yards on the Turkestan-Siberia Railroad System have recently been supplied with new wheel-turning lathes, planers, and defect detectors. Car yards have also been supplied with 25-ton electric jacks.

LOCOMOTIVE TERMINALS FACE SPARE PARTS PROBLEM -- Moscow, Gudok, 19 Oct 52

One of the most important problems faced by Soviet locomotive terminals is that of spare parts. During World War II, the terminals were called upon to produce their own castings from bronze, cast iron, or steel. However, production costs of spare parts at terminals are eight to ten times higher than at locomotive plants. It costs 18 rubles to manufacture a brake shoe for a series E locomotive at the Chelyabinsk Locomotive Terminal. The same item can be produced at the Konotop Locomotive Repair Plant for 5 rubles. A piston bearing for the same model locomotive can be manufactured at the Vologda Locomotive Repair Plant for 176 rubles less than at the Chelyabinsk Locomotive Terminal.

Moreover, the quality of spare parts produced by the terminals is considerably inferior to those produced at the locomotive plants because terminals lack both heat-treating shops and laboratories for testing materials. Furthermore, terminals only produce these spare parts as needed rather than on a series-production basis. As a result, terminals are constantly lacking spare locomotive parts.

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